MARK S was a very fair specimen of that class of pettifoggers who thrive in some of the by-towns. He had, in his early youth, (shrewd people suspected,) possessed a con-science; but coming to years of discretion, he had dispensed with the superfluity, and now stood untrammelled. Mark used to try small causes in justices' courts, and looked upon himself as a model of jurisprudence. His principal forte, and that on which he prided himcipal forte, and that on which he prided himself most, lay in the examination of witnesses. Mark boasted that he could "worm the truth out of a stone;" and perhaps he could; he had wormed the truth completely out of himself, and he approximated somewhat to a stone. In consequence of some rather "sharp practice" in a suit in which he officiated both as counsel and witness. Mark had reason to suspect that the district attempts was a reason to suspect that the district atterney was preparing in a morry way, an indictment against him for perjury; and being disposed to humor the joke, he car-ried it out still further—and himself with it; disappearing from his accustomed hadnes, and, nutil the affair had blown over, sojourning-"on a little law-business," as he afterward said when thereto closely interrogated—on Suipe hill, a kind of Whitefriars, or city of refuge for small criminals; being the same place of which somebody said the inhabitants had broken every law, Salbath, and sheriff's head, for the last ten years. And Mark made a good Snipe-Hillian, for he wasn't the man to resist public opinion—"not by no means."

Well, after his return, he was one day try

ing a cause before a justice, in his usual happy way, in which he had exerted himself, if possible, more than usual to render the position of the witnesses unhappy. At last, a boy was called as a witness by the opposition, to whom Mark objected, on the ground of his simplicity, that he was "non compost," as Mark sagel remarked, and he insisted on the voir dire The boy was accordingly sworn on the pre-liminary examination, and Mark, assuming his sternest face, and looking at the boy as though he would eye him into a fit:

"Boy," said he "Who made you?" "The Lord, I thpothe," lisped the boy: "Who made you?" "Never mind who made me," said Mark,

"folks say you are a fool: How is it?"
"Do they?" answered the witness; no thign. Thome folkth thay't you won't Folkth will lie, you thee.'

"Boy, no impertinence!" said Mark, glower-ing fiercely, as the justice checked the subdued snicker that ran around the room. "Suppose you were to commit perjury, do you know "Yeth, sir: thwearing to a lie; juth what you

did lath winter, aint it? "The witness is clearly incompetent—a rank fool!" appealed Mark to the court; but the court couldn't see it so," and Mark proceeded:

"Well, suppose you were to commit perjury and swear falsely? Where would you go to?" "To Thnipe-Hill, I thpothe," drawled the boy, "where you went latht winter!"

The court smiled a grim smile, and the boy was admitted to testify. Mark didn't gain that suit, as appears from the justice's docket.

This trouble of the farmers seems to be on the increase. The Peekskill Republican says: "The potato rot, which made its appearance in this section, a short time since, proves to be very general and extensive. The late heavy rains, followed by such intensely warm weather, has proved particularly unfavorable to the healthy growth of the potato."

Our own fond hopes have fallen so low that we shall be quite satisfied to get as many bush-

els out of the ground as we put in.

On the Genesee valley we hear of but little

rot among the potatoes.

In Logan county, Kentucky, the crop has been ruined by a large black bug which strips he stalk of leaves.

A Fredericksburg (Virginia) paper says:
"The potato crop is shorter this season that it has been for many years. As a general thing, those that are offered look as though The price is not at all dwarfish—\$1 50 bushel.

In New England the rot has severely attacked the potato, and there will, doubtless, be a limited supply of that vegetable. Those who

are so fortunate as to have fields which have escaped the rot will be able to obtain a high price for the article. The rot is very bad in Massachusetts. The

Lynn Bay State says: "Samuel Pitman will lose 2,000 bushels on eight acres." A Marblehead farmer offers to sell a field of ten acres for five bushels of sound potatoes next spring .- Tribune.

Newly Invented Steamship.-Wm. Norris, of Philadelphia, is now engaged in building a steamship which, in his opinion, will be able to ac-complish the voyage from the new to the old world in six days. He claims for it the following advanhages. Security against fire or water; less risk of hie, and greater comfort for passengers; perfection of model, light draft and buoyancy; enormous pro-pelling power, economy of fuel, &c.

"This vessel is now building at Green Point, and

voyage between New York and England within six days in the winter season. William Norris, Civil and Mechanical Engineer, and John W. Griffiths, Naval Architect, are the constructors and

above, the floor of the vessel is unusually flat, and its draft of water exceedingly small. At the same time the bow is unusually sharp. In fact, the model is the result at once of a great deal of practical experience, as well as of laborious and careful mathematical calculations, and it is believed that its lines and forms are such as to produce the least possiblerest sance in passing through the water. Here, then, we have the grounds for the estimate that an average speed of twenty nules an hour will be attained in storm as well as calm."

The Princeton.—From a correspondent of the New York Times.

The U.S. stemmship 'Princeton' arrived here on Saturday night at 9 o'clock, after grounding twice in sight of the light-house, while in charge of a branch pilot. She left the Gut of Canso on Saturday morning about six o'clock. The day was beautiful and the 'Princeton' was making more miles under steam then ever before. About midday the alarm of fire was sounded, the men were beat to quarters, the hose and fire apparatus were brought into play, and by the vigilance and activity. brought into play, and by the vigilance and activity of the officers the danger was soon over. An hour afterwards smoke was pouring out from the hold, and another beat to quarters was sounded. The axemen out away the felt and lead and clap-boardaxemen cut away the felt and lead and clap-board-ing in the vicinity of the boilers, and the wood was found to be thoroughly charred. The coal in the bunkers was so hot as to make it advisable to overbunkers was so hot as to make it advisable to overhaul this black, bituminous furnace food before trusting it another day in its quiet, sombre, but volcanic cell. Accordingly, to-day, the decks and the coal-heavers are one color. Mr. Shock, the able, skillful, and reliable chief engineer of the 'Princeston' has made some improvements in his department, by which more steam is generated than she could on Saturday use, with a saving of over one-third of a ton per hour. The amount of coal consumed while steaming from Eastport, Maine, to Halifax, N. S., was 39½ tons in 38 hours—an average of one ton and three-tenths per hour. Steaming from Halifax to the Straits of Canso, 18½ tons in 25 hours, showed an average of three-fourths ing from maniax to the Straits of Canso, 184 tons in 25 hours, showed an average of three-fourths of a ton under Mr. Shock's improvement. From Canso to Pictou she carried 20 pounds of steam, performed 324 revolutions, and accomplished eight knots. This is the 'Princeton's' utmost—her climax of speed under the most favorable circum-

THE CRIPPLE'S FARM .- At the mass-me of farmers, in Concord, Mass., in March last Hon. John W. Proctor gave as an illustration Hon. John W. Proctor gave as an illustration of what energy and perseverance can do, under the most discouraging and unfavorable circumstances for improving one's own condition, by improving, at one and the same time, the soil and the mind.

"A few years since," said Mr. Porter, "Simeon L. Wilson, of Methuen, sent in his statement to the committee ou farms, of the Essex Society, which, when the facility of the Sex and the same than the same than the facility of the Essex Society, which, when the facility of the Sex and the same than the same time, the same tim

ment to the committee ou farms, of the Essex Society, which, when the facts came to be known, awakened much interest. It appeared that this cultivator of the soil had been a cripple from his youth, with no command of his lower extremities whatever, and only able to move from place to place, as moved by others, or in the little go-gig that his ingenuity had constructed. He had come in possession of about an acre of what was deemed a worthless bog situated by the side of the way: for years bog situated by the side of the way; for years claimed by no one—and had contrived to drain it, and to cover it from the adjoining knolls, so it, and to cover it from the adjoining knolls, so that he grew thereon a nursery of more than twelve thousand fruit trees, and a variety of fruit of fine quality in considerable abundance. In fact, he so managed as to be able to sell enough to support himself and his mother, from the products of this reclaimed acre; thereby saving the town one hundred dollars a year, to which they would otherwise have been properly subjected."

What a lesson for those stallwart farmers with great farms and healthy sons, to study and put to practice in reclaiming their wet lands and irrigating the dry ones upon their farms! "A word to the wise is sufficient."

American Charge in France. The follow ng is an extract from the Paris correspondence of

he Cincinnati Gazette: In the evening a select company of about 150 persons were invited to the Tuilleries to view with the Emperor and Empress the fireworks and the illumination. The company consisted of the imperiul family, the heads of legation and their wives, and a few distinguished foreigners, among whom were Marshal Narvaez and the Queen Christina, were Marshal Narvaez and the Queen Christina, of Spain. It was an official occasion, because it was the celebration of the birth of Saint Napoleon and all were again in uniform but Mr. Sandford, who this time experienced a little trouble in getting through the hands of the various lackeys who pave the way to his Majesty. The company were collected in the Salle des Marecheaux, when the Emperor and Empress entered about 9 o'clock. Mr. Sandford was talking with the Princess Matilda, the Prussian minister, and two or three others, concerning his dress, when the Emperor entered. The latter, upon seeing Mr. Sandford, crossed over to him directly, gave him his hand, talked to him a few moments, requested him to remember The latter, upon seeing Mr. Sandford, crossed over to him directly, gave him his hand, talked to him a few moments, requested him to remember him to a mutual friend in America when he wrote, and returned again to the Empress—thus signifying in the most delicate, unmistakable and frank manner, that the representative of the government of the United States was welcome at his court in whatever dress his government indicated to him. This was quite a triumph for Mr. Sandford in presence of those who had condemned his course. But it must be recollected that Louis Napoleon is a man of more general intelligence—more knowledge of the world, than any of those who surround him; he is well acquainted with America and her institutions, and is therefore capable of understanding and appreciating the motive which dictated Mr. Marcy's order. Next to France, he respects England and the United States more than any other powers, and there is no fear that he will object to any movement which does not mean or intend an insult to him or his government.

Ericsson's Caloric Ship. Appleton's Mechan ic's Magazine for September, among a number of interesting articles, gives the following account o the present condition of the caloric ship:

the present condition of the caloric ship:

"The caloric ship Ericsson is now lying at the dock of Messrs. Hogg & Delamater's works, foot of North Thirteenth street. All the supply and working cylinders of the original construction have been removed entirely, with their pistons, heaters, levers, regenerators, and air pipes. On the other hand, there have been retained the bed-plate, the principal framing, shafts, cranks, the beautiful valve movement, and even the connecting rods which, in the old arrangement, transferred the motion from the working beams to the crank. In place of the four huge sets of cylinders standing perpendicularly, there are to be two moderately-sized cylinders on the line of the keel, and inclined toward each other, making an angle with the keel of about 45 degrees. The supply cylinders are of the same stroke, four in number. One is placed on each side of each working cylinder, and worked from the cross-head, in the same manner as pumps are often placed on each side of the air pump in condensing marine engines. It will thus be seen that the present engines of the Ericsson comprise two working and four supply cylinders. The working cylinders are cach six feet in diameter, with eight feet stroke. Sneaking theoretically with eight feet stroke. Speaking theoretically of both arrangements, these two moderate-size of both arrangements, these two moderate-sized double-acting engines, are designed to be as efficient as the four large single-acting ones previously employed, in consequence of working with a higher pressure. In these engines the same air is to be need repeatedly under a high pressure. This is the difference between the present and the former engines of the Ericsson. The regenerator, in a different form, but acting on precisely the same principles, and with, it is presumed, precisely the same effect for good or ill, is retained, and continues to be relied on as the chief economic feature. This is the fundamental feature of the calture. This is the fundamental feature of the cal-oric engine, and the supposition that it had been given up, would be equivalent to supposing the caloric engine 'an obsolete idea,' which is yet far from being the case."

Music and Musical Merchandize.

ILBUS & HITZ, Music Depot, South side Pennsylvania avenue, three doors west of 10th street, Washington.

Where may be found all the newest Musical Publications, Works, Instruments, and Musical Merchandise of every description. Publications, Works, Instruments, Merchandise of every description.

Merchandise of every description.

We are also agents for the sale of European.
Foreign and American Piano Fortes, Pomplitz &
Rodewald's Church and Parlor Organs, Martin's
Celebrated Guitars; Gilbert's Boudoir Pianos.
Badger's Borhm and Diatonic Flutes; the Keyed
Violin; and the "Musical World and Times." Musical Instruments Tuned and Repaired Or-lers by mail for Music, Musical Instruments, or

Sep 21-dtf DIANOS, STATIONERY, MUSIC, &c., The subscriber takes pleasure in informa-his friends and the public that he has just returne his friends and the public that he has just returned from the North, where he has selected, with special care, a most select and varied assortment of Musical Instruments, such as Pianos, Guitars, Violius, Flutes, Accordeous, Banjos, Tamborices, &c. He has also made such arrangements with the publishers as will insure him a weekly supply of the latest music published. His stock of stationery, perfumery, and fancy goods, is now complete, and will be found to be the most select in the city. To all of which he invites special attention, proposes. all of which he invites special attention, promising such inducements as will insure a continua tion of patronage.

JOHN F. ELLIS. Pa. av. between 9th and 10th streets.

Hotels, Restaurants, Fourding Houses.

RVING HOTEL, Washington.—The sub RVING HOTEL, Washington.—The subscriber respectfully announces to his friends
and the travelling public that he has taken charge
of this large and well-known establishment, which
has been completely and elegantly refitted and
refurnished in every department. Having had
charge for a long time of French's. Hotel, Norfolk, and the Hotel at Old Point, and being experienced in all the details requisite to form a Hotel
of the first class, he assures the public that every
exertion will be made to render the Irving in
every respect deserving of their confidence and
support.

Sep 21*

Sep 21 RLINGTON HOUSE, D, between 9th A and 10th streets.

The subscriber respectfully begs leave to inform his friends and the public generally, that he has taken and fitted up in the most modern style this fine house. His bar will be furnished with the choicest liquors, and his eating saloon with game and luxuries of every kind.

LEXANDER BAKER'S (late of Va.)

Miscellaneous Advertisements.

CELECT CLASSICAL and Mathe

SELECT CLASSICAL and Mathematical School.—The subscriber has removed his school to College Hill, where a commodions building is being fitted up for its reception.

As the Preparatory Department of the Columbian College, it will continue to preserve the character of a strictly select school, designed for laying the foundation of a thorough English, Classical, and Mathematical education. The next session will commence on the 12th of September, and close on the last of June.

Terms: \$12.50 per quarter, payable in advance. At a small additional charge, the students will be permitted to attend the Lectures delivered in College on Chemistry, Geology, and Mineralogy, and also to receive instruction in French and other Modern Languages by the Professor in that department.

Modern Languages by the Professor in that department.

Pupils may be boarded at the College, under the special care and superintendence of the Principal. The necessary expenses of a full boarding student will be about \$190 per academic year, and of a weekly boarder will not exceed \$150.

GEORGE S. BACON, Principal.

Refers to the Faculty of the Columbian College; Col. J. L. Edwards, Col. Peter Force, Win. Gunton, Esq.; L. D. Gale, M. D., of the Patent Office; Joseph Wilson, Esq., of the Land Office; and Professor C. C. Jewett, of the Smithsonian Institute.

Sep 21—ti

Sep 21—11

TOR RENT, the Building now being finished on the northeast corner of 7th street and Louisiana avenue, in this city.

The first floor has been constructed for a Banking Establishment, of marble, with vaults, &c., and two stores on 7th street. The basement is constructed to embrace all the modern conveniences for a restaurant, in connexion with a kitchen and vaults for coal, systems, provisions, &c. The restaurant communicates, both from its undout doors, with the second story, which is composed of four rooms, communicates, both from its undout doors, with the second story, which is composed of four rooms, communicates, both from its undout doors, with the second story, which is composed of four rooms, communicates, both from its undout doors, with the second story not be taken in connexion with the restaurant, the rooms will be rented for offices. The third story embraces nearly the whole extent of the building, and is well adapted for a commodous billiard room for three tables. The fourth story embraces the whole extent of the building, and is well adapted for a meeting and exhibition room. Gas and water and all the quodern improvements have been introduced on each floor of this building, and its position, situated as the very heart of the most business portion of Weshington, must ensure large profits to competent tenauts.

Apply to or address S. C. BARNEY.

Sep 21—cf. E. bet. 6 and 7th sts. Washington.

LOYD & CO., Claims, Pension, and Pountreasury, Washington.

LOYD & CO., Claim. Pension, and Bounty-Land Agents, Futeenth street, opposite the Treasury, Washington.
Cash advanced on Claims.
Claims before Congress or the United States that have been abandoned by other agents as worthless, have been successfully prosecuted by us. Letters addressed us above, post paid, will be promptly attended to.

us. Letters addressed as above, post paid, will be promptly attended to.

Also, extra pay due officers, sailors, &c., lought or collected.

Sep 21—11

XTRA PAY.—To Sallors, Marines, Offi-Cocan, on the const of Cultivam and Mexico, during 1846 up to 1852, and also those of the late Arctic Expedition in search of Sir John Franklin, will have their claims attended to at a reasonable

rances made.
Claims of all kinds will receive our energetic attention, as heretofore.

LLOYD & Co., Sep 21 General Claim Agents.

PATENT GAN REGULATOR.—The Inventor (Dr. Kidder) of this economical and useful instrument deserves the thanks of the gasconsuming community. The saving effected by the use of if will be found fully 25 per cent, in every person a gas at any desired pressite less than that of the street, and when once adjusted as to supply the gas at any desired pressite less than that of the street, and when once adjusted, the Regulator will continue to supply the gas at that pressure majornly without requiring further care or attention, and independent of all the fluctuations of the street pressure. An additional advantage obtained by thes Regulator is a light of a more agreeable quality, in place of the bluish winter color of the ordinary gas light, occasioned by the high pressure at which the gas is consumed. As an evidence of its practical utility, it is now in operation in some of the principal hotels and large stores in New York city, who all hear favorable testimony to its value. It has also received the naited commenderions of the press.

Hotel proprietors and storekeepers in the city of Washington and its vicinity, desirous to avail themselves of the economics. General Claim Agents

Washington and its vicinity, desirous to avail themselves of the economiser, can obtain all fur-ther information by calling on the subscriber, who and we give an illustration of it.

EDWARD M. BOTELER.

South West corner of 9th and I

FREE EXHIBITION. WHITEHURNT'S Gallery of Premium V Paguerreotypes.—Containing the larges offection of Paguetreotypes in the United States collection of Paguertreetypes in the United States, consisting of most of the public mean in the country, and a complete gallery of the United States. Senate, being one of the most aftractive exhibitions to strangers that can be toned in the city.

Also: Sperroscapie Daverrreetypes, which have been pronounced by the most scientific menof Europe and America, "one of the greatest wonders of the age." They appear nearly life size and have all the rotundity of nature to must be trained.

have all the rotondity of nature; to most persons, the effect is startling. Medals awarded at the World's Fair in London; Maryland Institute, 1850-51 and 52, and premium at the Great Fair at Castle Garden, New York, The highest award, a silver Medul, at the great Pair of the Metropolitan Institute, Washington.

Likenesses taken equally well a all weathers Children County is preferred except for children.
Guilleries, Pennsylvania Avenne, between 43 and 6th ats., Washington, New York: Beltimore, Richmond, Norfotk, Va., Petersburg, Va. Lyachburg, Va. Wilmington, N.C. Sep 21 THOMPSON'S GALLERY is now the

favorite place of resort for those who wish to procure an acquirate likeness at a reasonable price. He gives his personal attention to each picture, and guaranties satisfaction or so charge. A fine assortment of fancy cases constantly on hand. Guillery on Pennsylvania avenue, hetween 44 and fith streets, over Lane & Tucker's.

Sen 21—17 Sep 21 -11 ARRIAGES, Carriages, Carriages, 1

have now on hand the finest assortment of Light and Family Carriages, ever offered for sale in this cuy. Aming which are several different styles of Light Rockaways, for two or fore persons; Light Buggies, with and without tops; glass door and currain door open front Rockaways, and almost every style of Carriage dow in the.

Also, on hand several second-hand Light Buggies and Rockaways.

All new work warranted Sep 21 11 A TTORNEY FOR THE PROSECUTION A trouver from the prosecution of Chains, at Washington City.—The undersigned having been engaged successfully in the prosecution of Chains before the Departments and before Congress, for several years, will attend promptly to all cisims entrusted to his care, and especially Revolutionary Pensions. Bounty Land, Extra-pay, and peasions for services in the war of 1812, and the Mexican war, as well as all the funding vars.

Office on P street, one door east of 10 a street H. C. SPALDING, AW AND CLAIM AGENCY OFFICE AW AND CLAIM AGENCY OFFICE, at Washington City.—Charles K. Sherman, Attorney at Law, respectfully tenders his professional services to the public. He will give prompt and careful attention to any legal business confided to his care in any of the Courts of this District. He will give the same attention to the prosecution of claims against the Government, before any of the Departments or Congress. In cases of magnitude or difficulty he will be assisted by his father, Charles E. Sherman, Esq., of this city.

Office on Louisians avenue.

Sep 21—1t

NEW FALL STYLES OF GENTLE-men's Furnishing Goods.—CHARLES H. LANE has just returned from New York, and is now opening a large and elegant assortment of Cravats, Scarfs, Stocks, Tiss, Gloves, Suspenders, Handkerchiefs, Hosiery, &c., together with all other articles usually found in a first-class estab-lishment.

inshment.

The public are respectfully invited to call and examine my stock, which will be cheerfully exhibited to all with polite attention. Reasonable prices and fair dealing may be relied upon.

LANE'S Hat, Cap, and Gentlemon's Furnishing Establishment, Penn. av., near 42 St. Sep 21—1t

Miscellaneous Advertisements.

NOW IS THE TIME for Bargains in Ri-bands, Laces, Embroideries, &c.—Wishing to reduce my present stock previous to making new purchases, I will sell without regard to cost, for the next two weeks, as my intention is to make

new purchases, I will sell without regard to cost for the next two weeks, as my intention is to make room for new goods. I solicit an early call from my customers and the public. I name in part—

Muslin and Cambric Embroidered Habits Sleeves, and Collars

Muslin and Cambric Insertings and Edgings Do do Bands and Flouncings Straw Bonnets, from 25 cents to \$1

Bonnet Ribands, from 12½ to 26 cents a yard Neck, Sash, and Cap Ribands, all prices Dress Caps, 50 cents to \$1 25

White and Colored Kid Gloves, 37½ cents a pair Childrens' Fancy Promenade Caps

A few Evening Head Dresses, very cheap Lane and Algerine Gimps, Braids, Buttons, &c. Wide and narrow Black and Colored Velvet Ribands

bands
Also, Swiss, Book, Nainsook, and other Muslin
Silk and Thread Illusion, Laces, and Edgings of
every style
A. TATE,
Penn. av., between 10th and 11th sts. Sep 21-3t

FURNITURE WAREROOMS.

W. McL. CRIPP'S OLD ESTABlished Cabinet Manufactory, on the West
side of Eleventh street, between Pennsylvania
avenue and E street.—A large stock of fashionable Furniture of his own make always on hand.
Parlor and Chamber Furniture, comprising—
Mahogany, Walnut and Rosewood French Medelion Sofas.
Chairs to make the street.

Chairs to match, in brocatel, and Secretaries and Bookcases, rosewood.
French-plate Mirrors, oval & long, withbrackets.
Tables of Louis XIVth style
Wardrobes and Dressing Bureaus, and Cottage
sets, very cheap.

Sep 21—1t

PREPARE FOR A RAINY DAY.—Look

up your old Umbrellas, and send them to the subscriber in fair weather to be repuired, and thus give him time to do the work faithfully; for in rainy weather the press is so great that the work may not be we'l done, as "nothing is well done that is done in a hurry."

Umbrellas for sale from 37½ cents up to 80, com-

prising a general assortment of green, blue, and black silk and ging burn umbrellas. A large assortment of articles suitable for ever

Don't forget the place D. PIERCE,
Penn. avenue, between 12th and 13th sts.

IMPORTANT AND VALUABLE INvention.—Samps & Cummings Brick Machine.—Patent Rights for Sale.—Michael Nourse & Co., of this city, have been appointed the exchasive Agents for the United States for the sale of rights in the above machine. It has been thoroughly tested and pronounced by practical brick-innakers throughout the country to be the best machine for the purpose that has yet been produced. It is successfully worked by the application of any motive power—steam, water, or horse. With two light horses the clay is tempered, and at the same time six bricks are moulded in five seconds in the very best manner, thus excelling in rapidity of operation any other machine for that purpose now known.

The issue of the American Patent is only delayed onthe the machine can be protected abroad. Meanwhile. M. Y. & Co. are prepared to negotiate for the sale of any amount of territory, and to give a good title to the same

Apply by letter (post) aid) or at their office, corner of 5th and E. streets, near the Post Office Department.

CHTY LOYES AT PRIVATE SALE—A MPORTANT AND VALUABLE IN

CHTY LOTS AT PRIVATE SALE large number of h.ts. located in all the different wards of the city, and at all prices, from the low est to the highest, on easy terms. Constant demand for lots and for houses. Persons havin

ether for sale may find a javorable opportunity to sell, as well as all wishing to buy.

H. C. SPALDING,

Office on D street one door east of 10th street

Sep 21-Sep 21—

(ASH MERCHANT TAILOR.—The subscriber has just returned from New York with a full and complete stock of Fall and Winter Goods, which are now ready to be made up to order on the each principle. He has determined to drop the credit system, because he is satisfied that many persons prefer getting their goods at reasonable rates for each, instead of paying much greater prices to obtain credit. He is determined to seek and noril that kind of oustom. He respectfully solicits a call from those of his former patrons, as well as from the public generally, who are widing to deal with him on the new principle, and he thooks he can safely promise to satisfy them in every particular.

J. RIGGLES,

7th st. op. Patriotic Bank The propeller PENNSY LVANIA, 25 horse power, new charge and boiler, in complete order, carrying 90 tons, or 3000 bushels of grain, is offered at private sale. The boat is suitable for either canal or river navigation, and will answer

Apply to G. A. SAGE, corner of 1st street, east, and Catreet, Capitol Hill. Sep 21-3t

ECLECTIC MAGAZINE FOR '53.—The sphere and the atthity of the ECLECTIC MAGAZINE FOR '53.—The sphere and the atthity of the ECLECTIC MAGAZINE have become too well defined to require explanation. Differing in aim from other magazines, and supplying a want which is widely and increasingly felt by a more educated and intelligent portion of the community, it his a place which could be filled in no other method than by the principle of selection which it adopts. The great reviews and magazines of Great Britain and the Continent, through which the leading minds of the age are accustomed, almost exclusively, to express themselves, are too numerous to be reprinted, as well through which the leading minds of the age are accustomed, almost exclusively, to express themselves, are too numerous to be reprinted, as well as two costly to be imported by the general reader. They contain likewise, much, with their desirable articles, that has but a temporary or local interest, and which is worth to the American reader neither the price not time required to peruse it. To select from the whole field of journalism all that is really valuable, both the graver dissertations and discussions of the reviews, and the lighter and more versatile contents of the magazines, is the purpose of the Electric. The best parts of all are thus secured, without the cost or incumbrance of the local or feeble parts of any. The main portion of the Eclectre will continue to be composed of the great and eloquent articles of the reviews; the great and eloquent articles of the reviews, while everything valuable or brilliant in all other periodical issues, particularly of Great Britain, will be carefully presented. A richer and more valuable aggregate will thus be furnished than the

contents of any single periodical could afford.

Embellishments of the highest order of subject Embelishments of the highest order of subject and engraving will cocupy each number. Among these will be nichly engraved portraits of the most distinguished living characters, especially in literature, art, or statesmanship. These plates are engraved by Mr. Sartain, who has no superior in the striking and effective style of the mezzoiint. Trans.—The Eclectic Magazine is issued on the first of every month, in numbers of 144 large 8vo priges each, on the paper, making three volumes pages each, on fac paper, making THERE VOLUMES a year, with title pages and indexes. Price \$5 per year, if paid strictly in advance-otherwise

Agent for Washington.

JOE SHILLINGTON.

Makers and Upholsteters, Pennsylvania avenue, south side, between 9th and 10th streets.—We would inform our old customers and the pub-We would inform our old customers and the public generally, that we are prepared to fill any orders in our business, with promptness, viz: We amoufacture daily, every kind of Inside Venetian Blinds, either plain or fancy. We have, also, I mitted Shades of every style, White Linen or Buff Shades, Fancy Reed Blinds, &c. We enumerate Lounges, Lasy and other Chairs, Curled Hair and Shuck Mattrasses, Ottomans, Divans, &c.

Curpets and Curtains neatly made and wa N. B. Old Blinds repainted and trimmed in the best manuer.

. Dr. VAN PATTEN, SURGEON DENTIST.

GEO. T. MASSEY & CO., REAL ESTATE BROKERS, GENERAL CLAIM AND INSURANCE AGENTS. Opposite the Post Office, 7th street.

MICHAEL McDERMOTT, Pa-Avenue, south side, near 3d street, opposite Gadsby's Hotel, has on hand, and is now finishing, a large assortment of CAR-RIAGES, of superior style and finish, all of his own make, and warranted, which he will sell low for cash or approved paper. Also, several second-hand Carriages, which he will sell on reasonable terms. Repairing done with dispatch and at low prices.

MICHAEL MeDERMOTT.

Nail Roads.

WASHINGTON BRANCH RAILROAD.

TRAINS RUN AS FOLLOWS:
Leave daily, except Sunday, at 6 and
S.A. M., 34 and 5 P. M.
On Sunday at 6 A. M., and 5 P. M.
The Train at 5 P. M. is express, and stops only at Annapolis Junction and Relay; the others at all way stations.
Trains at 8 A. M. and 34 P. M., connect with Annapolis

Trains at 6 A. M. and 5 P. M., connect West. Trains at 6 and 8 A. M., and 5 P. M., connect

East.
Fare from Washington to Baltimore....\$1 25 do do and return 1 50 do Annapolis.... 1 25 do do and return 1 50 The round trip tickets must, in all cases, be procured at the office, and are good for the day upo which they are issued. T. H. PARSONS, Sep 21—1f*

Agent.

ORANGE AND ALEXANDRIA RAILROAD.

CHANGE OF HOURS—On and after Wednesday, June 1st, 1853, daily trains (Sundays excepted) will run over this road agreeably to the following arrangement:

A train for Warrenton and intermediate points will leave the Station, corner of Duke and Henry streets, at 8 o'clock, A. M.

Returning will leave Warrenton at a quarter past 1 o'clock P. M., arriving in Alexandria at a quarter before 4 P. M.

past 1 o clock P. M., arriving in Alexandria at a quarter before 4 P. M.

A train from Culpepper to Alexandria and intermediate points will leave Culpepper at 7 o'clock A. M., arriving in Alexandria at 10 o'clock A. M. Returning will leave Alexandria at 3 o'clock P. M., arriving in Culpepper at a quarter before 6 o'clock

o'clock.

A daily stage is running between Gordonsville and Culpepper, in connexion with the cars on this and the Virginia Central Routes. THROUGH TICKETS. To Gordonsville......84 50 To Staunton 7 50
To Lynchburg 7 00
To Middleburg 2 00
To Middleburg 4 00
Per order: W. B. BROCKETT,

Sept 21—(f**

Agent.

Travellers' Guide.

Departure of Cars and Steamboats from Washington.

The cars leave the station, at the intersection of New Jersey avenue and C and D streets, for Baltimore and intermediate places, at six and eight o'clock A. M. and half-past three and five P.

M. On Sundays at six A. M. and five P. M. only.

Mew York, &c., to Astoria and back, twice a month.

No. 5. From New York to Liverpool, in England, and back, twenty-six steps per annum, at such times as the Postmaster General shall direct.

Proposals to touch at Holyhead, in England, to Havre, in France, and back, once a month.

Proposals for changing the terminus of this line from Havre to Antwerp, in Belgium, and for one additional trip a very each way will be con-M. On Sur

lays at six A. M. and five P. M. only M. On Sundays at six A. M. and live P. M. only.
The second and fourth are express trains, stopping
only at the Relay House and Annapolis junction.
The cars leaving Washington at six A. M. and
five P. M. meet the cars from Baltimore at the Washington junction (or Relay House) if Wheeling.
The train leaving Washington on Saturday a terucon goes no further than Philadelphia; thone on Sunday morning only to Baltimore.
The cars leave the Alexandria (Va.) station, conserved by the served for the state of the state of

ner of Duke and Henry streets, for Warrenton and the intermediate points, at eight o'clock A. M., ex-cept Sunday, and at a quarter before two o'clock P. M. A daily stage runs between Gordonsville and Culpepper in connexion with the cars on the and the Virginia central roads.

The steamboats leave the wharf for the Sout

The steamboats leave the wharr for the South at fifteen minutes past six A. M. and nine o'clock P. M., or immediately after the arrival of the first and the last trains of cars from Baltimore.

The steamer George Washington or the Thomas Collyer makes three trips a week to Mount Vernon and Fort Washington, leaving the wharf at half-past nine o'clock.

non and Fort Washington, teaving the whart at half-past nine o'clock. The steamboats George Washington, Thomas Collyer, and Union leave for Alexandria every hour during the day. Arrangement of the Mails at the Washington Post Office, July 1, 1853.

The great Eastern Mail from Baltimore, Philadelphia, New York, Boston, &c., and Buffalo, &c., arrives at 6 A. M. and 9 P. M., daily; and the mail sent from the office, to and by those places, closes at 4 and 9 P. M., daily.

The Southern Mail closes daily at 7 and 9 o'clock P. M., and is received daily by 6 o'clock A. M., and 4 P. M.

and 4 P. M.

The second Eastern and great Western mails are received by 6 A. M.; the latter closes at 2 P. M., the former at 9 P. M., daily. The mail trains north of Philadelphia arrive there in time to connect with the train for Baltimore, which brings the Great mail to arrive here by 6 A. M. No eastern mail is received at the office on Sunday night, and no eastern mail, to be sent beyond Baltimore, is made up on Saturday night. and 4 P. M.

on Saturday night.

The mail for Annapolis, Md., and Norfolk,* and adjacent places in Virginia, is closed every night, except Saturday, at 9 P. M., and is received six times a week, with a mail from Baltimore, Md.,

by 12 M.

The mail from Georgetown, D. C., is received twice daily, by 8 A. M., and 5 P. M., and it is closed for that place at the same hours.

The mail from Rockvills, \$c., Md., is received by 6 P. M., and it is closed for those places at 9 P.

The mail from Rockvills, &c., Md., is received by 6 P. M., and it is closed for those places at 9 P. M., daily.

The mail from Brookvills, &c., Md., is received by 5 P. M. of Monday, Wednesday, and Friday, each week, and closes same days at 9 P. M.

Papers and pamphlets can be sent, without being prepaid, to any part of the United States; but double postage is charged on delivery. The postage on foreign printed matter must be prepaid.

The office is open at 6 A. M. for delivery of letters and papers received by previous mails, and at 8 A. M. for general delivery, and at 8 o'clock P. M. daily, except Sunday, and on that day it is open from 8 to 10 A. M., and from 7 to 8 o'clock P. M.

*Norfolk, &c., three times by Baltimore; fou

SUB-POST OFFICES.—The following places habeen designated as depots for the reception of least

J. Shillington, 44 street and Penn. avenue.
Dr. J. B. Gardner, druggist, Capitol Hill.
Dr. Walsh, Garrison st., Navy Yard.
W. B. Sotheron, grocer, L and P st., Navy Yard.
Dr. Boswell, druggist, Virginia av. and 7th st J. W. Nairn, druggist, New York av. and 15th

atrect.

J. B. Moore, druggist, Penn. av., 1st Ward.
J. R. Barr, grocer, M and 11th st. north.
J. H. Stone, druggist, 7th and M st. north.
T. F. Harkness, Penn. av., bet. 17th and 18th st
The letter carriers are furnished with keys, and
are instructed to visit each depot in time to receive
any letters left on deposit, to be mailed at 4 o'clocl
P. M. daily. They are required to be prepaidone cent labels being sold for that purpose by the
carriers, or at the sub-post offices.

GREAT THROUGH LINE TO THE WEST.

BALTIMORE AND ONIOTAL Wheeling, and connecting there with the large, new, and splendid Steamers of the Union Line on the Olio, and the Stages to Zaneaville, & Great Board the Carneaville, and connecting the with the large, new, and splendid Steamers of the Union Line on the Olio, and the Stages to Zaneaville, & Great Board the Carneaville, and the road being in excellent order, the current and the road being in excellent order, the current and the road being in excellent order, the current and the road being in excellent order, the current and the road being in excellent order, the current and the road being in excellent order, the current and the road being in excellent order, the current and the road being in excellent order, the current and the road being in excellent order, the Express Mail Train leaves Baltimore daily at 7 P. M. and runs directly through to Wheeling (SSO miles) in 18 or 19 hours, including all stoppages, arriving there at 2 or 3 P. M. next day; or, passengers leaving Baltimore at 8 A. M. may lay over for lodging in Cumbridan, (19 miles, and proceed thence to Wheeling in the morning.

To connect with these trains, the cars leave Washington at 6 A. M. and 5 P. M. daily, meeting the cars from Baltimore at the Washington Junction, (better known as the Relay House) aits miles from Baltimore at the Washington Iunction, (better known as the Relay House) aits miles from Baltimore at the Washington Junction, (better known as the Relay House) aits miles from Baltimore at the Washington Junction, (better known as the Relay House) aits miles from Baltimore, and the work of the Washington Iunction, (better known as the Relay House) aits miles from Baltimore at the Washington Iunction, (better known as the Relay House) aits miles from Baltimore at the Washington Iunction, (better known as the Relay House) and the Washington and the Washington Iunction, (better known as the Relay House) and the Washington and the Washington Iunction, (better known as the Relay House) and

NOW, NOTICE 18 HEREBY GIVEN, that with a view of reporting to Congress, in as complete a manner as possible, the information called for by Congress is acction third above quoted from the act of 3d March last—
PROPOSALS
Will be received at the Post Office Department, in the city of Washington, until 3 o'clock p. m., of Monday, 31st day of October next, for conveying the mails of the United Stutes for six years from the first day of October, 1854, in the manner and time herein specified.
No. I. From New York to Cowes, in England, and thence to Bremen Haven, in Germany, and from said Bremen Haven, by Cowes, to New York, once a month.

once a month.

Proposils for one additional trip a year, each way, will be considered.

No. 2. From Charleston, South Carolina, by Savannah, Georgia, and Key West, Florida, to Havana, in Cuba, and from said Havana, by Key West and Savanah, to Charleston, twice a

month.

No. 3. From New York to New Orleans, twice

No. 3. From New York to New Orleans, twice a month, and back, touching at Charleston, (if practicable.) Savannah, and Havana, and from Havana to Chagres (Aspinwall) and back, twice a month.

Proposals to omit Charleston and Savannah will be considered.

In lieu of above, proposals will also be received for service from New York to Aspinwall direct, 2,000 miles, and back, semi-monthly, in not exceeding nine days to the trip each way; from New York by Havana to New Orleans, 2,000 miles, and back, semi-monthly, in not exceeding ten days to the trip each way; and from New Orleans to Aspinwall, direct, 1,400 miles and back, semi-monthly, in not exceeding seven days to the trip each way.

way.

No. 4. From Panama, New Grensda, to San Diego, California, Monterey, San Francisco, and Astoria, in Oregon, twice a month each way—touching, if practicable, at Port Orford, in Oregon, and at such other intermediate ports on the coast of Oregon or California, as in the opinion of the Postmaster General the public interest may require.

quire.

The schedules of Nos. 3 and 4 must be so at ranged as to make due connection at the isthmu of Panama, thus forming a continuous route from New York, &c., to Astoria and back, twice

one additional trip a year, each way, will be considered.

No. 7. From New Orleans, Louisians, to Ver

nd returning.

Leave New Orleans on the first, fourteenth, and wenty-fifth days.

Arrive at Vera Cruz same month by the fourth,

seventeenth, and twenty-eighth days.

Leave Vera Cruz every month on the first, sixth, Leave vera Crizevery month on the first, sixth, and twenty-first days.

Arrive at New Orleans same month by the fourth, ninth, and twenty-fourth days.

The proposals in each instance should specify the number of days to be taken for the trip each way, and the mode of conveyance, which must be by steamships in all respects suitable for the service.

vice.

If contracts should be entered into, contractors will be required to conform in all respects to the laws and regulations applicable to the ordinary contracts of the Post Office Department.

The bids should be sent duly guaranteed, under seal, to the Postmaster General, and the words "Mail Proposals—Foreign Mails"—watten on the face of the letter.

JAMES CANPBELL,
Sep 21—1aw3w

Postmaster General.

PROPOSALS FOR OIL FOR LIGHT-HOUSES.

PROPOSALS FOR OIL FOR LIGHT-HOUSES.

TREASURY DEPARTMENT.
OFFICE LIGHTHOUSE BOARD,
September 8, 1853.
September 18, 1853.

By order of the Lighthouse Board:
THORNTON A. JENKINS,
Sep 21—3t
Secretar

DEGULAR LINE New York, Alex

Steum Mabigation.

The AFLANTIC Captain West.
The AFLANTIC Captain West.
The PACIFIC Captain Nye.
The ARCTIC Captain Lace.
The BALTIC Captain Lace.
The BALTIC Captain Constock.
The ADRIATIC Captain Grafton.
These ships have been built to contract expressly for Government service; every care has been taken their construction, as also in their engines, a saure strength and speed; and their accommentations for passengers are unequalled for elegance and comfort.

1853. From New York.

Gurday. August 6
Iurday. August 20
Iurday. Sept. 3. Wednesday. August 1
Iurday. Sept. 17. Wednesday. Sept. 21.
Iurday. October 1. Wednesday. October 1
Iurday. October 15. Wednesday. October 1
Iurday. Nov. 12. Wednesday. Nov. 2.
Iurday. Nov. 26. Wednesday. Nov. 30.
Iurday. Dec. 10. Wednesday. Dec. 14.
Iurday. Dec. 24. Wednesday. Dec. 28.
Iurday. Dec. 24. Wednesday. Dec. 28.
Iurday. Dec. 24. Wednesday. Dec. 28.

or passage apply to EDWARD K. COLLINS & CO., No. 56 Wall street, N. Y. BROWN, SHIPLEY & CO.

R. G. ROBERTS & CO.

13 King's Arms Yard, London.
J. MUNROE & CO.

26 Rue Notre Dame des Victoires, Paris.

GEO. H. DRAPER, Havre.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones, or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

Southampton United States Mail
Steamers.—The ships comprising
this line are the WASHINGTON. Captain E. M.
Fitch; HERMANN, Captain E. Higgins.
These steamers stop at Southampton, both going and returning. PROPOSED DATES OF SAILIN

FROPOSED DATES OF SAILING—1853.

From New York. From Bremen.

Washington. Saturday, Feb. 26.
Hermann. Saturday, March 26.
Washington. Saturday, March 26.
Hermann. Saturday, April 23.
May 20.
Hermann. Saturday, June 19.
July 15.
Hermann. Saturday, July 16.
Washington. Saturday, July 16.
Washington. Saturday, Sept. 10.
Washington. Saturday, Oct. 8.
Washington. Saturday, Oct. 8.
Nov. 4.
Hermann. Saturday, Dec. 3.
Washington. Saturday, Dec. 3.
Washington. Saturday, Dec. 31.

From Southampton to New York.

Washington March 30 Washington Sept.
Hermann April 27 Hermann Oct.
Washington May 25 Washington Nov.
Hermann June 22 Hermann Dec.
Washington July 20 Washington Jan.
Hermann Jane 17 PRICE OF PASSAGE FROM NEW YORK TO SOUTHAMP

the post office.

No bills of lading will be signed on the day of sailing.

An experienced surgeon is attached to each

WILLIAM ISELIN, Havre.

Sep 21—td OELRICHS & CO., 89 Broad street, N. Y.

United States Mail Line.—These first class steamships have been arranged to leave New York for Savannah, from pier No. 4 o leave New York for Savannah, from pier North river, at 4 o'clock P. M., as follows: a 29..... Alabama. Nov. 2.... Alabama 24.....Augusta. 1.....Florida. 5.....Alabama. " 12......Florida.
" 16......Alabama

Sep 21—if

13 Broadway, N. Y.

FOR SOUTHAMPTON AND
Havre.—The United States Mail
Steamer FRANKLIN, J. A. Wottop.
commander, will leave for Havre, touching at
Southampton, to land mails and passengers, on
Saturday, September 24, at 12 o'clock, from Pier
No. 4, North River. Price of passage \$120.—
Laggage not wanted during the voyage, should be
sett on board the day before sailing, marked "bilow." No merchandise will be received on board
after Thursday, September 22d. For freight or
passage, apply to

MORTIMER LIVINGSTON,
Sep 21—it

Agent, 53 Broadway, N. Y.

Sep 21—It Agent, 53 Broadway, N. Y.

NEW YORK & CALIFORNIA STEAM—
ship Line via Nicaragua.—The shortest and cheapest route for San Francisco.—The Accessory
Transit Company, of Nicaragua, proprietora.
Through its advance of the mail. Only line giving through tickets, including the Isthmus crossing.
The new double engine steamship STAROF THE.
WEST, 2,000 tons burthen, will leave from pier No. 2 North river, at 3 o'clock P. M., precisely, for San Juan del Norte, on Tuesday, September 20th; connecting with the new and favorite steamship CORTES, 1,500 tons burthen, over the Nicaragua transit route, having but twelve miles of land transportation. These steamers are unsuppassed in their ventilation and accommodations. For information or passage at the lowest rates apply only at the agency of the company, No. 5 Bowling Green, N. Y.

CHARLES MORGAN, Agent.

Sep 21—16

ALEXANDRIA AND WA ington Boat.—The WASHINGTON will leave the regular steamboat wharf. The boat has fine comfortable salcons. The coach leave, the Capitol at 8, 10, 12, 24, 4, and 54 o'clock.

Leaves Alexandria et 8, 10, 12, 24, 4, and 14 lock. Leaves Washington at 9, 11, 13, 3, 42, as

POR PINEY POINT Point and Norfolk—The OCEOLA, having been thoroughly repe on the 6th of July, commence running to the above places leaving. to the above places—leaving Washing Wednesday and Saturday at 9 o'clock, turning, leave Norfolk every Monday day at 4 o'clock, P. M. She will touc at Piney Point, Old Point, Cone river, termediate landings on the Potomac for land, and will arrive at Norfolk in it James river boats and for the Southern Passage and fare to Norfolk.

JAS. MITCHELL, Ca

Washington at 5 Wednesdays, and Price a week, on Mondays, Wednesdays, and Price Concles Washington at 9 and Alexandra o'clock, A. M. Coach farg 10 cents, wishing the coaches to call by them wishing the coaches to call by them.

Refreshments to be lad on board the by JOB CO.

For freight or passage apply to

MOLLER, SAND & RIERA,
26 South street, N. Y.
C. A. HEINCKEN & CO., Bremen,
MARTINEAU, CROSKEY & CO.,

Sept 21—3m

STEAM Communication betweeen New
York and Bremen. Bremen Mail Line. The
side-wheel steamers Hansa, 2,200 tons, and Germania, 1,600 tons, will sail as follows:
From New York.

Germania. September 19 Germania. middle of
October.

Hansa... September 29 Hansa... August 29
Passage from New York to Bremen: First class,
\$100; second class, \$35
For freight or passage apply to.

OELRICHS & CO.,
Sep 21—td

Sep Broad street, N. Y.

SAVANNAH STEAMSHII

8.....Augusta. " 19..... 15.....Florida. " 26..... 19.....Alabama. " 30..... For freight apply on board, and for passage SAMUEL L. MITCHELL, Sep 21-tf 13 Broadway, N. Y